





## Intimations.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALPHINGTON, British barque, Captain G. Cunningham.—Wielers & Co.  
CLYDEBANK, British ship, Captain E. Shrewsbury.—Wielers & Co.  
COLORADO, American ship, Captain Ingraham.—Russell & Co.  
KATS URSIN, British barque, Captain James Wilson.—Melchers & Co.  
BROOMHALL, British ship, Captain H. Bates.—Russell & Co.  
JAGATTA, Dutch brig, Captain Dirksen.—Stammers & Co.  
CHARTER OAK, American ship, Captain Staples.—Jardine, Matheson & Co.  
FORMOSA, German 3-m. schooner, Capt. Schwoer.—Melchers & Co.

## To-day's Advertisements.

## FOR SWATOW, AMOY &amp; FOOCOW.

The Steamship  
"NAMO,"  
Capt. J. E. PUNHARD, will be despatched for the above Ports on WEDNESDAY, the 21st Instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LARPAIK & Co.  
Hongkong, November 19, 1877. no21

## FOR AMOY AND TAIWAN.

The Steamship  
"TAIWAN,"  
Captain M. Young, will be despatched for the above Ports on WEDNESDAY, the 21st Instant, at Noon.

For Freight or Passage, apply to  
DOUGLAS LARPAIK & Co.  
Hongkong, November 19, 1877. no21

## FOR MANILA (DIRECT.)

The Spanish Steamship  
"MATAN,"  
will be despatched as above on WEDNESDAY, the 21st Instant, at Noon.

For Freight or Passage, apply to  
J. Y. V. SHAW.  
Hongkong, November 19, 1877. no21

The Eastern & Australian  
Mail Steamship Co.'s Steamship  
"SOMERSET,"  
will be despatched from SINGAPORE for BRISBANE, SYDNEY and MELBOURNE, (calling at the usual Australian Coast Ports), on the 10th December next.

For Freight or Passage, apply to the Undersigned, who are prepared to grant through Bills of Lading.  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, November 19, 1877.

## FOR SHANGHAI.

The Steamship  
"FERONIA,"  
SUZUKI, Master, shortly expected, will have quick despatch as above.

For Freight or Passage, apply to  
W. M. PUEAT & Co.,  
Agents.  
Hongkong, November 19, 1877.

## NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. THIBET  
AND CATHAY.

CONSIGNEES of Cargo by the above-named Vessels, from London, Bombay and Intermediate Ports, and in connection with the Steamer HYDASPES from Calcutta, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godowns, at West Point, whence delivery can be obtained from this date.

Goods not delivered by the 25th Instant will be subject to rent.

ADAM LIND,  
Superintendent.  
Hongkong, November 19, 1877. no24

## CHARTERED BANK OF INDIA,

BY Order of the Court of Directors, I have To-day taken over charge of THIS BRANCH from Mr WILLIAM FORBES.

R. J. HARPER,  
Manager.  
Hongkong, November 19, 1877. no26

## NOTICE.

THE OFFICE of the UNDERSIGNED has been REMOVED to No. 13, QUEEN'S ROAD CENTRAL.

MEYER & Co.,  
Hongkong, November 19, 1877. de3

## NOTICE.

THE Interest and Responsibility of Mr FRANKIE HORMUSJEE in our Firm, has Ceased and Determined on and from the 6th November, 1877; and Mr HORMUSJEE MERVANJEE MEHTA, and Mr MONGERHAW SORABJEE MEHTA, have been admitted Partners therein from this date.

FRANKIE HORMUSJEE & Co.  
Hongkong, November 19, 1877. no26

## NOTICE.

WE hereby give notice to the Public that our Firm of FAI CHEONG & Co., Silk Merchants, has been carrying on Business at Canton for THIRTY-NINE Years, and has not Established any BRANCH Firm anywhere. If our Firm have assumed our SIGN of FAI CHEONG, Customers will spare themselves much disappointment. If they will only be careful to deal with some of the recognized Representatives of our Firm.

FAI CHEONG & Co.,  
Silk Merchants,  
Canton.

19th November, 1877. no28

## SHIPPING.

## ARRIVALS.

Nov. 18, Thibet, British steamer, 1672, J. H. Torbeck, Bombay Oct. 30, Galle 5, Penang and Singapore 12, Malle and General.—P. & O. S. N. Co.  
Nov. 18, Sarpedon, British steamer, 1601, J. Ros. Liverpool Sept. 29, via ports of Call and Singapore Nov. 11, General.—BUTTERFIELD & SWIRE.  
Nov. 18, Macan, Spanish steamer, 471,

S. Enquique, Manila Nov. 15, General.—J. Y. V. SHAW.  
Nov. 18, Taiwan, British steamer, 408, Young, Tamsui Nov. 13, Tamsui Nov. 15, Amoy 16, and Swatow 17, General.—DOUGLAS LARPAIK & Co.

Nov. 19, Golden Breeze, British barque, 408, J. M. Richardson, Newcastle (N.S.W.) Sept. 20, Coal.—MAYE & YAN.  
Nov. 19, Firth of Tay, British barque, 825, Wm. Thompson, Newcastle (N.S.W.) Sept. 28, Coal.—OBER.

Nov. 19, Pearl, British steamer, 705, Munk, Singapore Nov. 6, and Saigon 13, General.—MAX HING.

Nov. 18, Zambesi, British steamer, 1640, A. Symons, Shanghai Nov. 16, Malle, Cotton, and General.—P. & O. S. N. Co.

Nov. 19, Norma, German three-masted schooner, 282, C. Schwoer, Newchwang Nov. 4, Beans.—MALCHERS & Co.

Nov. 19, Madagascar, German steamer, 1036, J. Timm, Cape St. James Nov. 13, General.—STRASSER & Co.

## DEPARTURES.

Nov. 18, Douglas, for Coast Ports.  
19, Chap Sat, Chinese gunboat, for a cruise.

18, Maharajah, for Shanghai.  
18, Galatea, for San Francisco.  
18, Colombo, for Saigon.  
18, Trio, for Saigon.

18, Charis, for Haiphong.  
18, West Stanley, for Shanghai.  
19, Fernow, for Swatow.

## CLEARED.

Norma, for Swatow.  
Yutung, for Hoihow.  
Cuba, for Keelung.  
Sarpedon, for Swatow and Shanghai.  
Meior, for New York.  
Dale, for Hoihow.

## PASSENGERS.

ARRIVED.  
Per Thibet, for Hongkong: from Southampton, Mr and Mrs D. Thompson, Miss Stewart, Miss E. H. Chapman, and Mr G. H. Barnett; from Galle, Corp. Fellingham, and 79 Chinese from Straits. For Shanghai: from Southampton, Mr G. Holmes. For Yokohama: from Melbourne, Miss G. Glover; from Calcutta, Mr Livermore.

Per Sarpedon, from Liverpool, do: for Hongkong, Mr and Mrs Scarborough, and 850 Chinese; for Shanghai, Mrs Alarid, and Messrs W. E. and F. Davidson.

Per Macan, from Manila, 60 Chinese.  
Per Taiwan, from Amoy, 27 Chinese.  
Per Zambesi, from Shanghai, 31 Chinese.  
Per Norma, from Newchwang, 1 Chi.

DEPARTED.  
Per Douglas, for Swatow, Mr Moh Wah; for Foochow, Mr F. Mansburg, Mrs Robeson and 2 children, and Mr R. Carnegie; for Shanghai via Foochow, Mr McCannoch.

Per Trio, for Saigon, 20 Chinese.  
To DEPART.  
Per Yutung, for Hoihow, 25 Chinese.  
Per Sarpedon, for Swatow and Shanghai, 8 Europeans, and 30 Chinese.  
Per Meior, for New York, 1 European.  
Per Dale, for Hoihow, 30 Chinese.

## SHIPPING REPORTS.

The British steamer Thibet reports: Fine weather throughout.

The British steamer Sarpedon reports: From Singapore to port had moderate monsoon and fine weather.

The Spanish steamer Macan reports: Fine weather throughout.

The British steamer Taiwan reports: Fresh monsoon to Taiwan, thence to Amoy light northerly air and calm, Amoy to Swatow light variable winds, and Swatow to port moderate N.E. winds. In Amoy:—H.M.S. Maggie, in Swatow:—S. S. Copenhagen.

The British steamer Pearl reports: Moderate wind and fine weather throughout the passage.

The German 3-masted schooner Norma reports: First two days moderate northerly winds, then two days southerly and showery, after which north-easterly winds to port.

The German steamer Madagascar reports: Strong N.E. winds, squally and rainy throughout.

## POST OFFICE NOTIFICATIONS.

## MAILS will close:—

For HOIHOW and HAIPHONG.—  
Per DALE, at 7.30 a.m. To-morrow, the 20th inst., instead of as previously notified. Carrying Mails for Pakhoi and Haiphong.

Per CONQUEST, at 5 p.m. To-morrow, the 20th inst. Carrying Mails for Pakhoi and Haiphong.

For SWATOW.—  
Per NORMA, at 7.30 a.m. To-morrow, the 20th inst.

For SHANGHAI.—  
Per THIBET, at 5 p.m. To-morrow, the 20th inst. Late letters received from 5.10 to 5.30, with 18 cents late fee.

For SWATOW, AMOY & FOOCOW.—  
Per NAMOA, at 5 p.m. To-morrow, the 20th inst.

For AMOY & TAIWAN.—  
Per TAIWAN, at 11.30 a.m., on Wednesday, the 21st inst.

For MANILA.—  
Per MACAN, at 11.30 a.m., on Wednesday, the 21st inst.

For YOKOHAMA.—  
Per SUNDA, on or about Wednesday, the 21st inst.

For HAIPHONG.—  
Per Schooner UZZIAH, at 2.30 p.m., on Wednesday, the 21st inst.

For SAIGON.—  
Per CASSANDRA, at 5 p.m., on Thursday, the 22nd inst.

MAILS BY THE ENGLISH PACKETS.—  
The English Packet Packet HANDEE will be despatched with the Mails for Europe, &c., on THURSDAY, the 22nd inst.

MAILS BY THE UNITED STATES PACKETS.—  
The United States Mail Packet ORINA will be despatched on FRIDAY, the 23rd inst., with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

11 a.m. Registry of Letters closes.  
11.30 a.m. Post-Office closes.  
11.30 a.m. Correspondence for Japan the United States, or Union Countries only may be received on board the Packet with Late Fee of 12 cents extra for postage.

11.30 p.m. when the Mail is finally closed.  
Hongkong, October 17, 1877. no28

## POST OFFICE NOTIFICATIONS.

## MAILS BY THE ENGLISH PACKETS.

The French Packet Packet ANADYE will be despatched from Hongkong on THURSDAY, the 29th inst., with Mails to and through the United Kingdom and Europe, via Marseilles, to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, St. Helena, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Australia.

Hongkong, November 18, 1877. no25

## MEMOR. FOR TO-MORROW.

Meeting.  
9 p.m.—Meeting of Victoria Lodge.

## THE HONGKONG DISPENSARY.

Established A.D. 1841.  
香港大藥房

A. S. WATSON & Co.,  
FAMILY & DISPENSING CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
IMPORTERS

OF  
DRUGGISTS' SUPPLIES, NURSERY REQUISITES, TOILET REQUISITES, COSMETICS, AMERICAN AND FOREIGN PATENT MEDICINES.

MANUFACTURERS  
OF  
Soda Water, Lemonade, Tonic Water, Gingerale, Potass Water, Sarsaparilla, Water, and other Aerated Waters.

The Dispensary is under direct and continuous European Supervision.  
Hongkong, June 1, 1876.

The publication of this issue commenced at 8.15 p.m.

BIRTH.  
At Keelung, Shanghai, on 12th November, Mrs FRANK B. FORBES, of a Son.

## THE CHINA MAIL.

HONGKONG, MONDAY, NOV. 19, 1877.

THE Surveyor General's Report on the proposed Time-Ball for Hongkong, which appears in the Gazette, together with Admiral Ryder's letter, furnishes much detailed information which tends to support the adoption of the proposal. Mr Price says the necessity for a Time-Ball is great here—because the European shipping averages considerably over one million and a half of tons; because the safety of life and property carried by these vessels depend in no small degree upon the accuracy of their chronometers, which are subject on their voyages from England to China to great changes of temperature, &c.; because it is a well-established fact that no chronometer can be brought on shore to be rated and then returned on board, however carefully, without suffering derangement by the mere motion of carrying it in the hand; because Messrs Falconer & Co. deplore the absence of correct governmental time obtained by astronomical observations with stationary instruments in a properly organized Observatory; and because a large number of shipmasters are known to feel very much the want of true Greenwich time. To attain this desired object Mr Price states that it would be necessary to build and organize a small Observatory, and to engage a competent professional person from England to take charge of it. A Transit, a Sidereal Clock, electric apparatus and wires, and the mechanism for dropping the ball would be the chief requisite. The foundation of the establishment is set down at a cost of £3000, and its upkeep (including salary) at £600 a year. This is to be recouped by a levy of a quarter or half a cent per ton upon the tonnage of European and American ships frequenting the port; and the collection of this trifling dues could be made together with the Light Dues, an estimate based on the latter showing that the Observatory would pay itself in five years. In future operations Mr Price is of opinion that the Hongkong Observatory would achieve a world-wide fame, if competently worked and its usefulness extended to the higher branches of Meteorological science, and as the great central Weather Intelligence Office of the Coast of China, connected by telegraph with so many ports, it would accomplish what cannot be well achieved at the Observatory of Mauritius, and become an authority all over the world. Its predictions would be of great value in the typhoon season, and would thus doubtless be the means of saving life and property. The best site for the Observatory would be on the isolated hill known as Mount Elgin (Kowloon), and for the Signal Station the site most visible to the shipping would be the southernmost point of that Peninsula near the Tsim-tse-tai Police Station, where a tall mast could be erected with electric mechanism for detaching the Time-Ball, and with the requisite apparatus for signalling an approaching typhoon.

Admiral Ryder enters on shore into the scheme. He says it will be of great service as giving warning of the approach of typhoons all along the coast and (after telegraphic communication is opened) Manila. Especially to ships trading between Hongkong and Shanghai would the Time-Ball be of service. Shanghai has a time-ball once a week, which, though better than nothing, is liable to serious error. Mistakes must be avoided, and every precaution taken to ensure absolute accuracy. With the present lights, new lights at Wai-kan and the Gap, a time-ball, and an Automatic Tide Gauge (which the gallant Admiral proposes to be set up), a three-fold, and at present an apparently well-deserved,

reproach will be removed from Hongkong. So says the Admiral.

The site of the proposed Harbour of Refuge for the construction of which a vote of \$25,000 has been asked, is at Causeway Bay, East Point. The Committee appointed to enquire into the matter (consisting of Messrs J. M. Price, J. Dixon, R.N., H. G. Thomsett, R.N., S. Ashton, J. P. McEuen, R.N., and R. McMurdo) reported that they found at the site in question a small natural harbour, sheltered on three sides by the land, and capable of being closed in on the fourth by means of a breakwater completing its protection from all points of the compass. The area of sheltered water enclosed would be fifty-eight acres, but what is equally important, there would be also twenty-six acres of sandy foreshore well adapted for beaching purposes. The causeway would form a second line of defence against the surf, and afford still greater security to the smallest boats. The breakwater would stretch easterly in the direction of the granite quarries for a length of 450 yards from a point nearly abreast of the corner of the Sugar Refinery sea wall. At each extremity openings one hundred and thirteen yards wide would be left for entrance and exit, and for the free passage of the tides, which, if more seriously impeded, might promote the deposit of salt. Although the situation is unfortunately not only to the windward of the boat population, but also somewhat distant from their haunts, it has considerable advantages over the water to the south and west of Kowloon Island, which was the only other site the Committee could discover suitable for the Refuge. The Committee had also considered the necessity or otherwise of a shelter at Yau-ma-tei or other point in the Peninsula of Kowloon, but as they found the boat population of the latter had already several natural havens and inlets offering fair security against south-west winds, the only ones which could affect them, they were of opinion that a second Refuge there was not at present a public requirement.

In regard to the report on Tree-planting, the Surveyor General proposes to plant five thousand acres, and to accomplish this work in about 14 years, at the rate of about 500,000 a year. For the purposes of a nursery he advises the purchase of some paddy fields at Sokonpo, the property of Mr George Duddell. These fields could, he thinks, be purchased for about \$762.

In addition to the outlay in its acquisition, the cost of draining and preparing the nursery, and purchasing seed and materials, will be \$1,299, making a total prime cost of \$2,061.75, while the succeeding yearly expenditure in labour and material will not exceed \$1,610.00, a figure sufficiently moderate, I trust, to recommend the project to His Excellency the Governor's favourable consideration.

If not inconsistent with future Gaol Regulations, it might be possible to reduce the estimate by employing long-sentence convicts, or those whose term of punishment has already passed from the acute to the reformatory stage, to till the nursery, dig holes on the hill side and to carry trees, in which case item 4 and half of 6 in the appended Estimate might be struck out, and the same time the yearly outlay might be brought down to \$850 as shown in the Estimate.

With reference to His Excellency the Governor's recommendation that the coconut palm should be more widely cultivated in this Colony where it thrives so well especially in the grounds and gardens of Kowloon, I would propose to make this tree enter largely into the varieties to be planted in the future. None better can be selected for the sea shores or other salt low-lying places of the Island and Kowloon, and its powers of resistance to typhoons is no small qualification in its favour. Coconuts sprouted in the husk for the purposes of seed may be had in large quantities from Manila at from five to seven cents a piece, and we might begin by purchasing and planting five thousand during the forthcoming year. The first palm-groves might be appropriately planted in the many open grounds near the Bowington Canal and in the Bowington Compound. That neighbourhood is the Hyde Park of Hongkong and has been for the last quarter of a century the only evening health drive which the European Community has boasted of, owing however to the salt and sandy nature of the soil it has defied whatever attempts may have been made to cultivate it, and it remains to this day unattractive and shadeless.

Mr J. D. Humphreys, in his letter to Mr Price, gives a practical view which at first appears to be opposed to the aesthetic object of the proposed scheme. He suggests that, as \$40,000 worth of firewood is used in Hongkong during the year, this might be supplied here in the course of ten or twenty years; while timber for building purposes might form a very important industry in say twenty to fifty years. This we are assured could be accomplished without in any way lessening the healthful and beautifying influences mainly looked for from the governmental proposal.

REUTERS' TELEGRAMS.  
[STIPPLED TO THE "CHINA MAIL."] (By Southern Line.)

THE WAR.  
LONDON, Nov. 14th, 1877.  
War is regarded as imminent between Turkey and Serbia.

The Russian captured Azinc on the 14th inst., but the Turks succeeded afterwards in expelling them.

LOCAL AND GENERAL.

Ten delivery of the English Mail was begun at 1.15 p.m. yesterday.

The Criminal Sessions of the Supreme Court were formally opened to-day, and adjourned till Friday next at 10 a.m.

This trial of the suit of *Herrheim v. Forbes* was continued to-day by Mr Justice Snowden, when it was eventually adjourned till to-morrow at 2 p.m.

THE P. M. S. S. China has gone to the Cosmopolitan Dock to be re-coopered. The *Cores de Vries*, which has lately been undergoing extensive alteration and repairs, is fast approaching completion. She is fitted with spacious accommodation for native passengers.

We have received a copy of the Programme of the Hongkong Races for 1878. It contains eight events on each of the three days (28th Feb., March 1, and March 2) excluding the Native Scramble. The subscription griffins have, we observe, been specially provided for.

We remind our readers that the Concert by the "Juvenile Choral Society" takes place at the Temperance Hall this evening, commencing at 9 p.m. The proceeds are, we believe, to be devoted to a Christmas treat, or something of that kind, for the children.

We understand there has been much sickness amongst the soldiers stationed at Kowloon, and in consequence it is thought desirable to abstain from sending any more men over there until a more favorable report can be made of the locality. There are, we believe, at present a considerable number of men in the Hospital suffering malarious fever.

The Band of the 29th Regiment will perform the following programme to-morrow evening, commencing at 8.30 p.m.:

Overture, *Le Cheval de Bronze*, Auber.  
Selection, *La Folia du Regiment*, Donizetti.  
March, *La Grenade*, Strauss.  
Selection, *La Grenade*, Strauss.  
Selection, *La Grenade*, Strauss.  
Gallop, *Proh and Heller*, Faust.

The *Strait Times* comments very strongly upon the tendency of Magistrates' out of England to "impress upon the minds of the public the extent of their powers"—powers of forbidding publication of proceedings, is added, which are never exercised at home. It draws an analogy between the action of Mr Maxwell (at Singapore) and Mr May (at Hongkong) in this connection; but the Senior Magistrate here had no part in the proceedings in *Morton v. Morton*, and it has here fallen into error, the responsibility of excluding our Reporter having been assumed by Mr Russell.

On Friday evening last about 8 o'clock several shots were heard in the neighbourhood of the Ly-se-moon Pass. The police boat was sent to ascertain the cause of the firing, and after a diligent search a gig was discovered lying in Chat-wan Bay, belonging to the Chinese R.O. Peng Chou Hai.

The gig was in charge of the Chief Officer of the Cruiser (a European), and he had a crew of five Chinese, all being armed with rifles and swords. As they were anchored within 200 yards of the shore and in British waters, and refused to state the purpose for which they were there, the Sergeant in charge of the police boat took them all to the Chop. They were taken before the Acting Captain Superintendent of Police in the morning, but as no actual offence could be shown to have been committed, they were released.

The occurrence will, no doubt, be the subject of several despatches from Government House, as this is not the first time by many that the Cruiser's boats have been found within the boundary at night time. We observe that the Peng Chou Hai arrived here to-day, and her presence is probably due to the incident of Friday night.

THE O. S. S. Co.'s steamer *Sarpedon* arrived here yesterday afternoon from Liverpool. She is the first of four new steamers, built to replace recent losses, and is of the usual one-funnelled type adopted by the Company, although of somewhat larger dimensions, and having a few minor improvements in her fittings and equipment. Her dimensions are length over all 313 feet, extreme breadth 34 feet, depth of hold 25 feet, with a gross carrying capacity of 2,035 tons. Her engines are a pair of compound inverted direct acting engines of 800 horse-power nominal, by Messrs Robert Stephenson & Co. of Newcastle. The saloon is on deck and is very tastefully finished, having accommodation for sixteen first-class passengers, and forward there is further accommodation for thirty-six second-class passengers. The vessel is in every way a credit to her builders (Messrs A. Leslie & Co.) and owners, and we heartily wish her a successful career and a better fate than befel her namesake.

The other three new vessels are named respectively the *Orates*, *Tucre*, and *Helios*; the two first have already left England, and the latter will soon be ready for launching.

This following report was addressed on the 2nd inst., to the Master Attendant at Singapore by Captain Jackson of the O. S. Co's steamer *Dionad*, which arrived there from Hongkong on that day.

October 19th, 9 a.m. Sighted the hull of a ship ahead, stopped, put a boat out, and had a look at her. Found it to be the hull of an iron vessel apparently from 600 to 1,000 tons, completely burnt up, and

ing but a ton or two of smouldering ashes in the bottom, not a vestige of wood left, from bowsprit standing, topmasts, studding gear gone, but making little or no water, plates still hot; thought of towing her, but gave up the idea as impracticable; ship, having nothing in, would most likely have capsized at the first sheer, with even a speed of say 6 knots. Not being able to sink her, left her, and proceeded on the voyage at 11 a.m.

Position by obs. at noon.—Lat. 8° 00' N. Long. 70° 02' E.

The only letters legible, were G. O. W. on starboard quarter; from this, the style of ship, and what little paint was still left on her, I took her to be one of the "City ships of Glasgow," probably bound for Bombay.

We (N. O. D. News) hear it reported that Sir Brooke Robertson has been appointed Consul-General at Shanghai. The creation of the new post would seem to imply that the proposed fusion of the legal and consular functions has been definitely abandoned; and may possibly have the further advantage of facilitating a settlement of the Hongkong Blockade question, in which Lord Carnarvon and Sir Brooke took such divergent views.

Mr O. B. Bradford, late an official in the United States Consulate-General at Shanghai, was yesterday (Nov. 12th) charged before the Hon. G. W. Wells, Consul-General, with embezzlement, extortion, and malfeasance in office. The indictment embraced twenty-five separate charges, and to all of these the prisoner pleaded "technically guilty, but innocent of any intent to commit a violation of law, or to induce a regulation of the Government," and asked for the matter to be referred to the Home Government. The Consul-General took the plea as one of guilty, and consented to suspend judgment until the matter had been referred in accordance with the prisoner's wish to the Home Government, granting bail in the sum of \$10,000—the prisoner and two sureties each of quality in the full amount.—News.

(L. and C. Express, Oct. 19th.)  
At the Marylebone Police-court, Shanghai, one of the servants of the Chinese Legation, was charged with being drunk and disorderly at Stanhope-street, Sutton-road. Dr. Macartney, the secretary of the Legation, was in attendance, and was sworn as an interpreter. He said he presumed that, on his identifying the defendant as belonging to the Chinese Legation, and one of those whose names had been given to the police and the Foreign Office, on that ground the man would be liberated, to be dealt with by the Legation. The Magistrate having heard the evidence discharged the accused.

According to present arrangements, the *Tamar* iron troopship, Captain William H. Liddell, will embark a portion of the new crews selected for the *Fly*, *Vigilant*, *Esmeralda*, and *Lapwing*; with other naval supernumeraries for the China station, and also the naval supernumeraries for disposal on the Mediterranean station at Devonport to-day; and will then proceed to Portsmouth, to embark the remaining portions of the crews named with other supernumeraries and troops. She will then proceed to embark drafts at Kingstown. About forty naval officers are being provided with accommodation on board the *Tamar* for a passage to their respective ships on the China station.

Mr W. R. Figg, a gentleman well known in connection with the Tea trade, and having many friends in China, has died suddenly.

Business on the river-side Hamburg of late has been fairly active, and as a good many arrivals have taken place our harbour presents a satisfactory show of Transatlantic vessels. Departures have been impeded by a gale from the northward, which caused several casualties at the mouths of the Weser and Elbe rivers, happily without in any case a fatal result. Of arrivals from the Far East I have to report the *Galates*, a.s., Boehme, from China; the *Formosa*, a.s., Schultz, for Shanghai; and *Fidèle*, Bohsen, for Hong Kong. On the berth are: *Oscar*, Windhorst, for Hongkong; *Alice Bertha*, Krane







## Merchant Vessels in Hongkong Harbour.